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to be distributed among the participating officers and crew, and to aid in supplying the needs of the rescued mariners; while the press, on both sides of the Atlantic, on learning the circumstances, did full justice to the courage displayed, in pictorial and verbal illustrations of the event. No pictorial illustration thus far given, however, can be compared in graphic force and truth, with that which we now have the privilege of presenting. As a pendant to this event, and as an evidence that the successful White Star Line has fully vindicated the claim of its officers and crew to the Viking character of bravery in mercy—only about a week later, on the 1st of December, the *Adriatic*, of the same line, rescued, under scarcely less difficult and dangerous circumstances, the crew of the ship *Allan*, of Glasgow, also in a sinking condition, and after three other steamers had passed without rendering any assistance.

Only two days earlier than the rescue by the *Baltic*, and in the same series of violent storms then breaking over the whole Atlantic, occurred another succor, not more notable, but having the advantage of the presence of one of those irrepressible men of letters, whom nothing escapes, either in observation or relation. The bark *Charles Ward*, also of Newcastle, was fallen in with, at near mid-ocean, on the 19th of November, 1872, by the Cunard steamer *Batavia*, Captain Mouland, from Liverpool for Boston. The bark had been dismasted in a hurricane, on the morning of the 18th, with loss of more than half her crew, and was then in nearly a sinking condition. In defiance of the fearful sea still raging, the *Batavia* launched a life-boat, took on board and saved all the survivors. Fortunately for the prominence of the incident, and to some extent for the officers and crew of the ship, Mr. Samuel L. Clemens, the well-known humorist "Mark Twain," was on board the *Batavia* at the time of the rescue; and in his favorite blending of jest and earnest (though in this instance the latter largely predominating, while one of his concluding touches of the former is inimitable and among his best), he on landing at once addressed an account of the rescue to the British Royal Humane Society, in the interest of the brave men whom he had thus seen "at their best." We append most of his account, as the best illustration that can be given, at once of that incident, of the picture to which we have referred, and of the class of thrilling adventures which it commemorates:

"On Sunday night a strong west wind began to blow, and not long after midnight it increased to a gale. By four o'clock the sea was running very high. At half-past seven our starboard bulwarks were stove in and the water entered the main saloon. At a later

hour the gangway on the port side came in with a crash, and the sea followed, flooding many of the state-rooms on that side. At the same time a sea crossed the roof of the vessel, and carried away one of our boats, splintering it to pieces, and taking one of the davits with it. At half-past nine the glass was down to 28° 35' and the gale was blowing with a severity which the officers say is not experienced oftener than once in five or ten years. The storm continued during the day and all night, and also all day yesterday but with moderated violence. At four o'clock in the afternoon, a dismasted vessel was sighted. A furious squall had just broken upon us, and the sea was running mountains high, to use the popular expression. Nevertheless, Captain Mouland immediately bore up for the wreck, which was making signals of distress, ordered out a

when anything has alternately so stirred me through and through, and then disheartened me, as it did to see the boat every little while get almost close enough, and then be hurled three lengths away again by a prodigious wave; and the darkness settling down all the time. But at last they got the line and buoy aboard, and after that we could make out nothing more. Presently we discovered the boat approaching us, and found she had saved every soul—nine men. They had had to drag these men, one at a time, through the sea to the life-boat, with the line and buoy, for of course they did not dare to touch the plunging vessel with the boat. The peril increased now, for every time the boat got close to our lee, our ship rolled over on her and hid her from sight. But our people managed to haul the party aboard, one at a time, without losing a

man, though I said they would lose every single one of them. I am therefore but a poor success as a prophet. As the fury of the squall had not diminished, and as the sea was so heavy, it was feared we might lose some men if we tried to hoist the life-boat aboard; so she was turned adrift by the captain's orders, poor thing, after helping in such a gallant deed.

To speak by the log, and to be accurate, Captain Mouland gave the order to change our ship's course, and bear down toward the wreck, at fourteen minutes past four, in the afternoon. At fifteen minutes past five our ship was under way again with those nine poor devils on board; that is to say, this admirable thing was done in a tremendous sea, and in the face of a hurricane, in sixty minutes by the watch; and if your honorable Society should be moved to give to Captain Mouland and his boat's crew that reward which a sailor prizes and covets above all other distinctions, the Royal Humane Society's medal, the parties whose names are signed to this paper will feel as grateful as if they themselves were the recipients of this great honor. The wrecked bark was the *Charles Ward*, Captain Bell, bound from Quebec to Scotland, with lumber. The vessel went over on her beam ends at nine o'clock, Monday morning, and eleven men were washed overboard and lost. Captain Bell and eight men remained, and these our boat saved. They had been in the main rigging some thirty-one hours, without food or water, and were so frozen and exhausted that when we got them aboard they could hardly speak, and the minds of several of them were wandering. The wreck was out of the ordinary track of vessels, and was fifteen hundred miles from land. She was in the centre of the Atlantic. Our life-boat crew of volunteers consisted of the following: D. Gillies, third officer; H. Kyle, fourth officer; Nicholas Foley, quartermaster; Henry Foley, quartermaster; Nathaniel Clark, quartermaster; Thomas Henry, seaman; John Park, seaman; Richard Brennan, seaman.

\* \* If I have been of any service toward rescuing the nine shipwrecked human beings by standing around the deck in a furious storm

without any umbrella, keeping an eye on things and seeing that they were done right, and yelling whenever a cheer seemed to be the important thing, I am glad and I am satisfied. I ask no reward. I would do it again under the same circumstances. But what I do plead for earnestly and sincerely is, that the Royal Humane Society will remember our captain and our life-boat crew, and in so remembering them increase the high honor and esteem in which the Society is held all over the civilized world. In this appeal our passengers all join with hearty sincerity, and in testimony thereof will sign their names. Begging that you will pardon me, a stranger, for addressing your honored Society with such confidence and such absence of ceremony, and trusting that my motives may redeem my manner, I am, gentlemen, your obedient servant."

All honor to the brave men, who, at peril to their own, save the lives of the perishing, at sea!



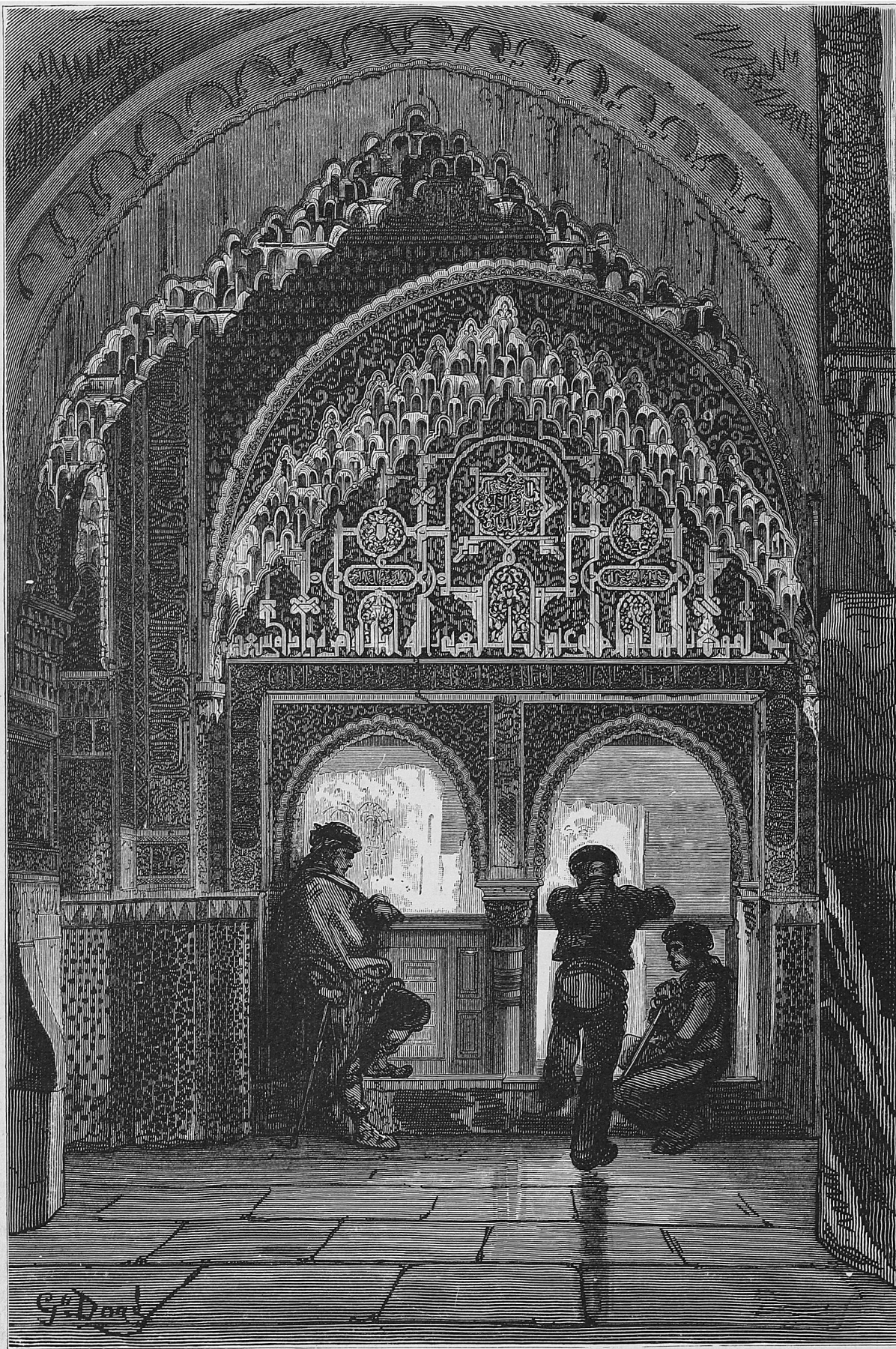
NORTHERN WALL OF THE ALHAMBRA, GRANADA. — G. DORÉ.

life-boat, and called out for volunteers. To a landsman it seemed like deliberate suicide to go out in such a storm, but our third and fourth officers and eight men answered to the call with a promptness that compelled a cheer. They carried a long line with them, several life-buoys, and a lighted lantern, for the atmosphere was murky with the storm, and sunset was not far off. The wreck, a bark, was in a pitiful condition. Her main-mast was naked; her mizzen-mast and her bowsprit were gone, and her fore-mast was but a stump wreathed and cumbered with a ruin of sails and cordage from the fallen foretop-gallant masts and yards. We could see nine men clinging to the main rigging. The stern of the vessel was gone, and the sea made a clean breach over her, pouring in a cataract out of the broken stern, and spouting through the parted planks of her bows. Our boat pulled three hundred yards, and approached the wreck on the lee side. Then it had a hard fight, for the waves and the wind beat it constantly back. I do not know

## THE ALHAMBRA, AT GRANADA, SPAIN.

It has not been of infrequent occurrence, that the conquest of a country by some foreign power, subjecting the conquered country and its people to many miseries inflicted by the hand of the conqueror, has yet supplied no small compensation, eventually, in the changing of an injurious and possibly fatal current that might not have been turned aside by any less formidable influence, or by the introduction of laws, arts and sciences that might otherwise have remained for centuries beyond the reach of the people to whom they were thus forcibly brought. England, suffering severely under the Norman Conquest, soon came to know, however, how much had been really gained, amid all the loss, by the introduction of arts and enlightenments before unknown and the seasoning of the rough Saxon blood with a current more chivalrous and more romantic, if not braver or warmer; and Spain, falling into the most unheard of sufferings and misfortunes, occasioned by the defeat and death of Don Roderic, the last of the Gothic kings, in A. D. 710, and the accession of the Moors of Barbary, under Muza and his successors, following those disasters, — Spain, too, had some compensations, coming slowly and still more slowly apprehended. Not only (strange anomaly!) was the influence of the Mussulman Moors beneficial in softening the asperities of temper and character as they existed among the Wisigoth Christians; but many of the arts, much more extensively cultivated among the refined Africans than the more barbarous Europeans, were either planted anew by the conquerors, or found a new development. Especially was this true of architecture, in which the Moors had excelled, upon their native soil, but in which they came still more to excel when among the riches and opportunities of the conquered nation. But for them, it is probable that Spain, to-day, would have scarcely a building boasting any antiquity and at the same time commanding the respect of the visitor. As it is, many of the noblest and most ingenious erections, on European soil, remain in Spain, from the hands of the Moors at the highest development of their power and glory. Even among these, two stand pre-eminent, and at once challenge the admiration and imitation of the world: the Alhambra, at Granada, and the Giralda, at Seville. Of the former and far more celebrated erection, we give two pictures in the present number — one of the inner and one of the outer views of this marvel in architecture, considered so notable that (as most travelers are aware) a section of the Crystal Palace at Sydenham, England, has been

set apart for elaborate and costly imitations of some of the more splendid chambers and courts of the Moorish palace. The outer view which we present is that of the northern wall of the structure, conveying a very fair idea of the solid though graceful architecture, and the grouped roofs of the city lying far below; the inner shows the Hall of Lindaraja, near the Court of the Lions, and though far less elaborate in ornamentation than many other detailed sections of the Alhambra, combines majesty with florid Orientalism to a very marked degree.



HALL OF LINDARAJA, ALHAMBRA, GRANADA. — G. DORÉ.

In this connection, it may be well to give a few words of a recent traveler in Spain, with reference to the Court of Lions itself, and the Hall of the Two Sisters, adjoining, as both are, architecturally and historically, among the most notable in the Alhambra. Says that traveler: "The beautiful model of the Court of the Lions, which all Londoners remember at the Crystal Palace, and now think of with regret, had prepared one for much beauty, but it had not at all spoilt our appreciation of the reality. Its size was perhaps the first thing which surprised us. The Alhambra is no doll's house — no toy palace such as we had seen at Aranjuez, built by babyish princes to amuse their silly leisure; but the splendid

residence of luxurious and refined monarchs. An arcade of one hundred and twenty-four white marble pillars surrounds the marble patio, in the centre of which stands the celebrated fountain which gives it its name, and above the graceful horse-shoe arches we find the most beautiful and elaborate diaper-work, such as Moorish taste alone can design. And this was built in 1377, when Richard II. was on the throne of England, and Windsor Castle was a new — and to our present ideas probably a very rude — residence for royalty! No wonder when Christian poets

and troubadours wandered into these regions they returned singing of magic, of enchanted castles, and fairy princesses! At each end are graceful porticoes projecting into the court, and breaking the uniformity of the outlines. All the walls exposed to the weather are uncolored, and their elaborate designs give the effect of curtains of cream-colored lace. \*

\* \* This, which takes its name of the Hall of the Two Sisters (Sala de las Dos Hermanas), from two enormous slabs of white marble in the pavement, is about the most perfect gem of the palace. In fact, throughout this wonderful building one has exhausted the vocabulary of praise long before one has inspected all its charms. This, with its lovely recesses and the adjoining corridor and Mirador de Lindaraja, formed part of the private apartments of the Moorish kings, and certainly mortals were never more daintily lodged. The stalactite roof, composed, it is said, of five thousand pieces, is marvelously beautiful and elaborate, and on this side of the building a fresh element of beauty appears, in the glance through the graceful windows into a beautiful garden."

As a matter of historical fact, little known or partially forgotten, it may be added that the erection of the Alhambra was commenced by Mohammed I., King of Granada, about A. H. 650, corresponding to A. D. 1267; that it was carried on very vigorously toward completion by his son, the scarcely less powerful Mohammed II.; and that near-

ly all their successors continued the work, adding one and another detail of costly splendor, almost up to the time when the Moorish power in Spain finally fell and the kingdom of Granada passed into the Christian hands of Ferdinand and Isabella, the patrons of Columbus, 1489 to 1492. In location the Alhambra possesses eminent advantages, apart from its intrinsic size and splendor of architecture, as it dominates the city of Granada, standing on the top of its highest eminence, so that the eye is led up to it, as a crowning landmark and glory, from every direction of approach — even as architecturally it may be said to dominate all Spain and half Europe, and to shed a radiance over the whole Moorish history.